

OUR NEW CUP DEFENDER.

INDICATIONS THAT SHE WILL BE VERY SPEEDY.

She Will Have All the Characteristics of a First Class Boat—Of Flair Lines Than the Columbia, and Will Be Better Able to Hang On to Windward Than That Yacht—The New Boat Will Carry About 12,000 Square Feet of Sail, the Greatest Quantity Ever Put on an American Racing Yacht—Gould's Twenty-Header.

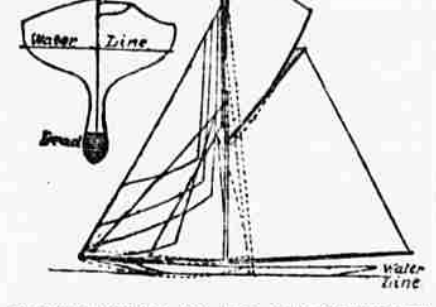
River, March 16.—The Herreshoff shops are still locked and guarded. Although President John B. Herreshoff has no information to give, yet the cup defender, which is building in the south shore, is by all means the unknown quantity which builders fondly hoped she would be when they signed a contract and agreed to build her in secret. No specific information in regard to dimensions and details of construction lacking.

The new cup defender will be built to retain the ordinary form of construction instead of having a flat hull, but her characteristics will be those of the fin keels which have proved so successful in the smaller classes. She is the embodiment of her designer's experience with the Columbia, Wasp, Columbia, and the host of fin keels, and looks to be a vast improvement over anything he has yet turned out.

In construction she will be of bronze plating on steel frames. Her principal dimensions are approximately 125 feet long, 80 feet water line, 24 feet beam, and 10 feet draught. This is about Columbia's beam, with four feet greater draught, showing a great increase in power. The over-all length is less than the Columbia's, because the forward overhang has been shortened, and she will have a bow which will come closer to the water forward of the water line than in the other boats, and will be more like that of the Valkyrie II.

The lead keel will be outside of the hull, and will weigh about seventy tons. This keel is 34 feet 6 inches long on top, 3 feet 6 inches deep in the center, and 23 inches wide on the top at its widest part, which is just forward of the center. On top it narrows to a point forward and to a width of four inches aft. The keel rounds up at either end on top, showing a great quickness in the design.

Toward the bottom the keel is built to a thickness of thirty-seven inches, so that the shape of the cross section is not unlike that of an inverted keyhole. It is not pear-shaped, for the top sides are straight, and the bulb is in the lower half. The keel rests on a special steel plate, and the concrete foundation in the slip where the Columbia was built, and above it the boat will rise.



MIDSHIP SECTION AND SAIL PLAN OF THE NEW CUP DEFENDER.

From the Boston Herald.

The position of the big cup of lead shows that it will be higher forward than aft. At the after end of the keel is a flat space about three feet long, which apparently gives the correct rake of the stern post, and shows that the rudder will drop that far down on the lead. From the keel the lead is placed the lead plate of the backbone of the whole structure.

It is a bronze plate one inch thick, but having three-inch webs cast across so that its total resisting strength is four inches. It is suitable flanges to which floors, frames, and the plates of the garboard strake will be riveted. It was cast in the lead foundry, and the plates of the garboard strake will be riveted to the backbone of the whole structure.

The lead keel will be held to the keel plate by long and strong bolts of white metal passing through the keel and being set with a nut on either end. This form of construction is strong, yet fairly light. It is also very expensive, but the pockets of the millionaire syndicate are very long. To prevent the lead keel from fouling it will be covered with Tobin bronze plates, which will be fastened with screws, and will make a close joint with the plates of the garboard strake. This, too, is expensive.

The frames are to be of steel, but as yet none of the floors which cross the keel and brace the frames have arrived. They may be of justice like the keel plates. More expensive, but a justifiable one. The garboard and lower strakes of the hull are to be of copper and brass, and the topsides of aluminum bronze. The two metals are much alike, except that manganese bronze has the greater tensile strength. Both have a smooth surface, and the copper and brass are yellow in color. They will not corrode or foul in salt water, and need no painting to keep them from fouling. Both are also very strong, and the copper and brass are much stronger than the aluminum bronze, which gave such an advantage in light air.

The deck beams of the boat will be of steel and the deck of pine, with fittings of mahogany. They will have an interesting fittings as the entire crew will be berthed on the deck, and the cabin will be always at hand to her crew. The deck will be of copper, brass, and gear. Again expense is no object.

In model, the boat, as has been said, is of the fin keel type. The hull is shallow, and the keel of the Columbia and the keel deeper. The floor is flatter, the bilge higher, and the top sides straighter than in the first cup defender. The woods are much more cut away forward and aft. The Columbia's keel is about forty-five feet longer than the new boat, and the floor is ten feet shorter, besides being curved at the center and the floor being straight forward and aft. She will have a "long side to sail on" and will be able to sail on the windward side, and she will have great stability, and will not roll out a high side to windward when the wind is on the beam. She will be long, easy, and sweeping. When she is built, power and speed should show in every line. The rudder will be of steel, and the post will have more rake than the Columbia's. The total displacement of the new boat should be about 12,000 tons.

Comparing her with the Columbia as a whole, she has a greater power, less buoyancy, finer lines, and a better shape all round. She will carry more sail, make less fuss in going, than the Columbia, and will be better able to hang on to windward than that yacht. Above the hull will rise the largest sail plan ever put on an American racing yacht. The sails will be increased by at least half a dozen square feet, and the sails will be of a different material. The sails will be of a different material, and the sails will be of a different material.

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BOSTON OFF FOR THE SOUTH.

What Manager Sees in the Coming League Race.

The Boston, ex-champions of the National League, reported, with a few exceptions, to Manager Frank G. Seale at the Sturtevant Hotel yesterday morning, and later in the day left for Columbia, S. C., where they will be in condition for the coming league race. Seale arrived on the Fall River boat from Boston, and was accompanied by Jimmy Duffy, Billy Nash, Tommy McCarthy, Jimmy Bannon, Jack Ryan, Fred Tenney, and the Colt pitchers, Sullivan and Dolan. They were met at the hotel by "Booster" Tompkins, the greatest of all first basemen; Jack Stivetts, Catcher Jack Warner, Outfielder Collins, and Infielder Noyce. At Washington, Bobby Lowe, Herman Long, Charley Gansel, and Pitcher Hodson were expected to report, while Pitcher Wilson telegraphed that he would meet the team at Charleston, S. C.

Pitcher "Kid" Nichols, the Boston's mainstay in the box, is still in Kansas City and refuses to sign a contract unless he receives \$20,000. The Boston triumvirate have offered to give him the limit, and say they will stand pat. Seale, however, says Nichols is sure to sign before long, and he is a comparatively small team in the South. Seale and his players, in conversation with a S. C. reporter, expressed great confidence in their ability to land the pennant. The manager said:

"We will be better off for pitchers this season than last year, when this was our fatal weakness. We have Nichols, who is a star. The Stivetts, who will back for him in the weight and should show an improvement over his work of last season. To help these two men out, we have Sullivan, the catch pitcher of the champion Fenwick Eastern League team; Hodson, who came from the Scranton last year; and Wilson, who is a comparatively small team in the South. Seale and his players, in conversation with a S. C. reporter, expressed great confidence in their ability to land the pennant. The manager said:

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GREAT SHOOTING AT MARION.

Upward of \$1,000 Wagered on the Live-Bird Contest Held There Yesterday.

At Marion's shooting grounds, located at Marion, N. J., took on an ardent yesterday that upward of \$1,000 was wagered on various sports. The live-bird contest, which was the chief attraction, was won by Elizabeth and Plainfield. The conditions were twenty-five live birds per man, one barrel to be used, for \$100 a side. Lever won on the third-third round, the score being 10 to 13 kills.

Conspicuous among the bettors was Walter Ross of Elizabeth. He won \$350 alone on the above match. Shortly afterward he scooped in \$500 more on bets of \$5 and \$10 that he could kill a stated bird with the first barrel. James "Booster" Tompkins, the greatest of all first basemen; Jack Stivetts, Catcher Jack Warner, Outfielder Collins, and Infielder Noyce. At Washington, Bobby Lowe, Herman Long, Charley Gansel, and Pitcher Hodson were expected to report, while Pitcher Wilson telegraphed that he would meet the team at Charleston, S. C.

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YALE'S CREW AND BALL NINE.

The Oarsmen Showing Improved Form—Early Games on Yale Field.

NEW HAVEN, March 16.—The Yale crew have spent a portion of every day except Friday during the week on the harbor, and the form of the boat crew has been steadily improving. Captain Armstrong, who has been the sole coach, but the boatmen left by ex-Captain Hartwell and Rogers, when they visited here a week ago, have been acted upon, and Captain Armstrong feels encouraged.

There have been no changes in the boat, the present make-up being as follows: Stroke, Miller and Simpson; 7, Trevelyan; 6, Cross; 5, D